



Regional Transportation Authority

Suburban Bus System Service Performance Report for the Period January-March, 1982

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Prepared by
Operations Planning Department
Service Analysis Section
July 26, 1982

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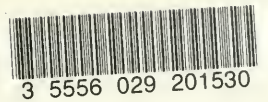
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The following report analyzes suburban bus service performance during the period January-March, 1982, and is comprised of the following four elements.

General Financial and Patronage Results: compares 1982 carrier expense, revenue, deficit, and ridership with 1981 levels. Also includes summary patronage statistics at the route level.

Overall Service Performance: provides comparative carrier rankings using indicators that measure both efficiency (service supplied) and effectiveness (service consumed).

Route Productivity Rankings: presents passenger trip productivity rankings by route. Includes a listing of poorly performing services, which are targeted for more detailed analysis.

Cost Analysis: analyzes carrier unit costs by transit function, using peer comparisons.

It should be noted that this report does not include the analysis of RTA paratransit service.

List of Tables

General Financial and Patronage Results

- I-1. Summary Financial Results (January-March, 1982)
- I-2. Suburban Bus Financial Results (January-March, 1981 and 1982)
- I-3. Summary Patronage Results
- I-4. Comparative Patronage Data by Carrier (January-March, 1982)
- I-5. Average Daily Patronage (January-March, 1982)

Overall Service Performance

- II-1. Selected Performance Indicators by Carrier (January-March, 1981 and 1982)
- II-2. Ranking of Carrier Service Performance Based on Selected Factors (January-March, 1982)

Route Productivity Rankings

- III-1. Routes Targeted for Detailed Analysis by Service Group and Service Day (January-March, 1982)

Cost Analysis

- IV-1. Comparative Cost Ratios (January-March, 1982) - Ten Largest Carriers
- IV-2. Total Expense per Operating Unit - Ranked by Carrier
- IV-3. Operations Expenses per Vehicle Hour (January-March, 1982) - Ranked by Carrier
- IV-4. Vehicle Maintenance Expenses per Vehicle Mile (January-March, 1982) - Ranked by Carrier
- IV-5. Administration Expenses per Vehicle Hour (January-March, 1982) - Ranked by Carrier

Appendices

- A. Suburban Bus Route Ridership by Service Day (January-March, 1981 and 1982)
- B. Inner Suburban Route Productivities by Service Day (January-March, 1982)
- C. Outlying Suburban Route Productivities by Service Day (January-March, 1982)
- D. Feeder Route Productivity Ranking (January-March, 1982)

Abbreviations

The following abbreviations are used throughout the report:

AUR	Aurora	NPR	Naperville
BNS	Bensenville	NOR	NORTRAN
CNT	Contract Carrier	SFW	South Suburban SafeWay
ELG	Elgin	SUB	Suburban Transit
HPK	Highland Park	WTN	West Towns
JOL	Joliet	WKG	Waukegan
NIL	Niles	WLM	Wilmette
IN	Inner Suburban Carrier/Route	WKDY	Weekday
OT	Outlying Suburban Carrier/Route	SAT	Saturday
FD	Feeder Route	SUN	Sunday
		HOL	Holiday

I. GENERAL FINANCIAL AND PATRONAGE RESULTS

During the period January-March, 1982, combined suburban bus system expenses totalled \$8,512,275. The four major suburban carriers¹ (NORTRAN, SafeWay, Suburban Transit, and West Towns) accounted for nearly 67 percent of this total. The satellite carriers² (Aurora, Elgin, Joliet, and Waukegan) comprised another 16 percent of combined system expenses, while the shares for contract and other subsidized carriers were 11 and 6 percent, respectively. Summary information regarding these and other quarterly financial results are presented below.

Table I-1
SUMMARY FINANCIAL RESULTS (JANUARY-MARCH, 1982)

	<u>Expense</u> (%)	<u>Revenue</u> (%)	<u>Deficit</u> (%)
Major Suburban	\$5,688,013 (66.8)	\$2,018,772 (68.7)	\$3,669,241 (65.8)
Satellite Carriers	1,375,415 (16.2)	332,787 (11.3)	1,042,628 (18.7)
Other Subsidized	515,163 (6.0)	251,649 (8.6)	253,514 (4.7)
Contract Carriers	<u>933,684 (11.0)</u>	<u>336,387 (11.4)</u>	<u>597,297 (10.8)</u>
System Total	\$8,512,275 (100.0)	\$2,939,595 (100.0)	\$5,572,680 (100.0)

Carrier-specific and prior year financial data are presented in Table I-2. As can be seen, total system expenses have declined 25 percent, as compared to 1981 levels; with reported decreases due primarily to cutbacks in service imposed as a result of inadequate funding. The loss in patronage that has resulted from these reductions in service have served to decrease suburban bus revenues by \$704,931 (-19.3%). It should be noted that other factors have also contributed to ridership/revenue losses, including the state of the economy (e.g., increased unemployment levels reduces the number of home-to-work trips); service suspensions (riders forced to find alternative modes may be reluctant to return); and fare increases. As can be seen in Table I-3, these various factors are continuing to have a significant impact on overall patronage (and hence revenues), with total system ridership down by 3,057,087 passenger trips, or 31.5 percent. However, since overall expense reductions have more than offset reported declines in revenue, system deficit requirements have decreased, for the quarter, by \$2,155,131 (-27.9%).

¹ Major suburban carriers include systems that serve the inner-suburban ring of the Region, and are the four largest suburban carriers, requiring 51% of the suburban system's peak vehicles.

² Satellite carriers are those systems that serve the four satellite cities of the Metropolitan area. As a group, these carriers account for 17% of the suburban bus system's peak vehicles.

TABLE 1-2: SUBURBAN BUS FINANCIAL RESULTS (JANUARY-MARCH, 1981 AND 1982)

	Expense			Revenue			Deficit		
	1981	1982	Change (%)	1981	1982	Change (%)	1981	1982	Change (%)
MAJOR SUBURBAN									
NORTRAN	\$2,047,839	\$2,229,531	+ 181,692 (+ 8.9)	\$ 869,992	\$ 896,086	+ 26,094 (+ 3.0)	\$1,177,847	\$1,333,445	+ 155,598 (+13.2)
Safeway	2,180,991	1,255,302	- 925,689 (-42.4)	536,556	434,752	-101,804 (-19.0)	1,644,435	820,550	- 823,885 (-50.1)
Suburban Trmst.	871,730	466,111	- 405,619 (-46.5)	290,591	120,157	-170,434 (-58.7)	581,139	345,954	- 235,185 (-40.5)
West Towns	2,601,361	1,737,069	- 864,292 (-33.2)	816,716	567,777	-248,939 (-30.5)	1,784,645	1,169,292	- 615,353 (-34.5)
Sub-Total	\$7,701,921	\$5,688,013	-2,013,908 (-26.1)	\$2,513,855	\$2,018,772	-495,083 (-19.7)	\$5,188,065	\$3,669,241	-1,518,825 (-29.3)
SATELLITE SYSTEMS									
Aurora	\$ 427,844	\$ 392,922	- 34,922 (- 8.2)	\$ 96,032	\$ 75,738	- 20,294 (-21.1)	\$ 331,812	\$ 317,184	- 14,628 (- 4.4)
Elgin	508,218	339,015	- 169,203 (-33.3)	145,356	109,834	- 35,522 (-24.4)	362,862	229,181	- 133,681 (-36.8)
Joliet	683,834	413,266	- 270,568 (-39.6)	127,922	87,130	- 40,792 (-31.9)	555,912	326,136	- 229,776 (-41.3)
Waukegan	571,059	230,212	- 340,847 (-59.7)	137,740	60,085	- 77,655 (-56.4)	433,319	170,127	- 263,192 (-60.7)
Sub-Total	\$2,190,955	\$1,375,415	- 815,540 (-37.2)	\$ 507,050	\$ 332,787	-174,263 (-34.4)	\$1,683,905	\$1,042,628	- 641,277 (-38.1)
OTHER SUBSIDIZED									
Bensenville	\$ 20,620	\$ 15,582	- 5,038 (-24.4)	\$ 3,565	\$ 2,571	- 994 (-27.9)	\$ 17,055	\$ 13,011	- 4,044 (-23.7)
Glen Ellyn	38,225	41,135	+ 2,910 (+ 7.6)	15,284	22,318	+ 7,034 (+46.0)	22,941	18,817	- 4,124 (-17.9)
Highland Park	68,536	80,651	+ 12,115 (+17.7)	21,277	24,157	+ 2,880 (+13.5)	47,259	56,494	+ 9,235 (+19.5)
Naperville	143,293	122,395	- 20,898 (-14.6)	50,822	39,685	- 11,137 (-21.9)	92,471	82,710	- 9,761 (-10.6)
Niles	60,742	72,007	+ 11,265 (+18.5)	42,899	47,680	+ 4,781 (+11.1)	17,843	24,327	+ 6,484 (+36.3)
Wilmette	168,468	183,393	+ 14,925 (+ 8.9)	87,767	115,238	+ 27,471 (+31.3)	80,701	68,155	- 12,546 (-15.5)
Sub-Total	\$ 499,884	\$ 515,163	+ 15,279 (+ 3.1)	\$ 221,614	\$ 251,649	+ 30,035 (+13.6)	\$ 278,270	\$ 263,514	- 14,756 (- 5.3)
CONTRACTED SERVICE									
Sub-Total	\$ 979,577	\$ 933,684	- 45,893 (- 4.7)	\$ 402,007	\$ 336,387	- 65,620 (-16.3)	\$ 577,570	\$ 597,297	+ 19,727 (+ 3.4)
GRAND TOTAL	\$11,372,337	\$8,512,275	-2,860,062 (-25.1)	\$3,644,526	\$2,939,595	-704,931 (-19.3)	\$7,727,811	\$5,572,680	-2,155,131 (-27.9)

Table I-3
SUMMARY PATRONAGE RESULTS

	<u>Jan-Mar 1981</u> <u>Pass. Trips</u>	<u>Jan-Mar 1982</u> <u>Pass. Trips</u>	<u>Change</u>	<u>(%)</u>
Major Suburban	6,677,288	4,486,255	-2,191,033	(-32.8)
Satellite Carriers	1,668,547	1,049,788	- 618,759	(-37.1)
Other Subsidized	614,033	568,526	- 45,507	(- 7.4)
Contract Carriers	<u>750,608</u>	<u>548,820</u>	- 201,788	(-26.9)
System Total	9,710,476	6,653,389	-3,057,087	(-31.5)

Comparative patronage data on a carrier-specific basis are provided in Table I-4. As can be seen, all carriers reported losses in ridership during the quarter, except Wilmette (which indicated an 8 percent increase). As stated previously, most declines are believed to be the result of reduced service levels and other factors.

Average daily ridership by service day (weekday, Saturday, Sunday/holiday), and by route, is shown in Appendix A. This listing includes all suburban bus routes operated during January-March, 1982. In reviewing Appendix A, it is apparent that the level of patronage varies greatly by route. For example, the service attracting the highest level of patronage was NORTRAN Route #290/291 (Touhy), averaging 4,437 passenger trips per weekday. In contrast, contract route #800 (Richmond) averaged only nine passenger trips per day.

Table I-5 AVERAGE DAILY PATRONAGE
(JANUARY-MARCH, 1982)

	<u>Avg. Wkdy</u> <u>Pass. Trips</u>	<u>Avg. Sat.</u> <u>Pass. Trips</u>	<u>Avg. Sun/Hol.</u> <u>Pass. Trips.</u>	<u>Total Wkly.</u> <u>Average</u>	<u>Percent</u> <u>of Total</u>
Inner Suburban	69,119	19,617	3,570	368,782	71.5%
Outlying Suburban	19,367	7,609	--	104,444	20.3%
Feeder Bus	<u>8,497</u>	<u>--</u>	<u>--</u>	<u>42,485</u>	<u>8.2%</u>
System Total	96,983	27,226	3,570	515,711	100.0%

TABLE I-4: COMPARATIVE PATRONAGE DATA BY CARRIER
(JANUARY-MARCH, 1981 AND 1982)

					Percent Composition			
	<u>1981</u>	<u>1982*</u>	<u>Change</u>	<u>(%)</u>	<u>1981</u>	<u>1982</u>		
MAJOR SUBURBAN								
NORTRAN	2,136,175	2,044,190	- 91,985	- 4.3	22.0	30.7		
SafeWay	1,870,756	896,698	- 974,058	-52.1	19.3	13.5		
Suburban	674,357	260,967	- 413,390	-61.3	6.9	3.9		
West Towns	<u>1,996,000**</u>	<u>1,284,400</u>	<u>- 711,600</u>	<u>-35.7</u>	20.6	19.4		
Sub-Total	6,677,288	4,486,255	-2,191,033	-32.8	68.8	67.5		
SATELLITE SYSTEMS								
Aurora	435,945	277,649	-158,296	-36.3	4.5	4.2		
Elgin	524,043	404,463	-119,580	-22.8	5.4	6.1		
Joliet	413,923	273,062	-140,861	-34.0	4.3	4.1		
Waukegan	<u>294,636</u>	<u>94,614</u>	<u>-200,022</u>	<u>-67.9</u>	3.0	1.4		
Sub-Total	1,668,547	1,049,788	-618,759	-37.1	17.2	15.8		
OTHER SUBSIDIZED								
Bensenville	8,549	6,318	- 2,231	-26.1	0.1	0.1		
Glen Ellyn	39,665	29,565	-10,100	-25.5	0.4	0.4		
Highland Park	67,068	61,044	- 6,024	- 9.0	0.7	0.9		
Naperville	122,356	78,352	-44,004	-36.0	1.2	1.2		
Niles	85,797	79,466	- 6,331	- 7.4	0.9	1.2		
Wilmette	<u>290,598</u>	<u>313,781</u>	<u>+23,183</u>	<u>+ 8.0</u>	3.0	4.7		
Sub-Total	614,033	568,526	-45,507	- 7.4	6.3	8.5		
CONTRACTED SERVICE								
Sub-Total	<u>750,608</u>	<u>548,820</u>	<u>-201,788</u>	<u>-26.9</u>	<u>7.7</u>	<u>7.7</u>	<u>8.2</u>	<u>8.2</u>
GRAND TOTAL	9,710,476	6,653,389	-3,057,087	-31.5%	100.0	100.0	100.0	100.0

*1982 service levels are below 1981 levels for most carriers.

**Reported ridership adjusted to reflect current estimating method used since electronic fareboxes were installed during August, 1981.

II. OVERALL SERVICE PERFORMANCE

Table II-1 presents selected performance indicators, by carrier, for the period January-March, 1981 and 1982. As can be seen, revenue per passenger trip has increased for virtually all carriers; the result of fare increases imposed on July 6, 1981. However, due to overall reductions in ridership, the calculated values for expense per passenger trip and deficit per passenger generally increased during the quarter.

General carrier service performance may be summarized as follows:

Table II-2
RANKING OF CARRIER SERVICE PERFORMANCE
BASED ON SELECTED FACTORS
(JANUARY-MARCH, 1982)

<u>Rank</u>	<u>System</u>	<u>Deficit/ Pass. Trip</u>	<u>Rank</u>	<u>System</u>	<u>Revenue/Cost</u>
1	Wilmette	\$0.21	1	Niles*	66.2%
2	Niles*	\$0.31	2	Wilmette	62.8%
3	Elgin	\$0.57	3	Glen Ellyn	54.3%
4	Glen Ellyn	\$0.64	4	NORTRAN	40.2%
5	NORTRAN	\$0.65	5	Contract	36.0%
			6	SafeWay	34.6%
	SYSTEM AVERAGE	\$0.84		SYSTEM AVERAGE	34.5%
6	SafeWay	\$0.91			
6	West Towns	\$0.91	7	West Towns	32.7%
8	Highland Park	\$0.92	8	Elgin	32.4%
9	Naperville	\$1.05	8	Naperville	32.4%
10	Contract	\$1.09	10	Highland Park	30.0%
11	Aurora	\$1.14	11	Waukegan	26.1%
12	Joliet	\$1.19	12	Suburban	25.8%
13	Suburban	\$1.33	13	Joliet	21.1%
14	Waukegan	\$1.80	14	Aurora	19.3%
15	Bensenville	\$2.06	15	Bensenville	16.5%

*The Niles system is unique among RTA subsidied carriers in that fares are free. The Village subsidizes the service to the extent of actual patronage as applied to base adult fare.

It can be easily seen that the range of performance varies widely among systems. The villages of Niles and Wilmette provide services which exhibited the highest levels of performance. Systems with generally lower levels of performance include Bensenville, Waukegan, Suburban Transit, Aurora, and Joliet. More detailed analyses should be completed for these carriers in order to identify possible actions designed to improve comparative performance.

TABLE II-1: SELECTED PERFORMANCE INDICATORS BY CARRIER
(JANUARY-MARCH, 1981 AND 1982)

	Expense Per		Revenue Per		Deficit Per		Revenue As A	
	Pass. Trip	Pass. Trip	Pass. Trip	Pass. Trip	Pass. Trip	Pass. Trip	Percent of Cost	
	<u>1981</u>	<u>1982</u>	<u>1981</u>	<u>1982</u>	<u>1981</u>	<u>1982</u>	<u>1981</u>	<u>1982</u>
MAJOR SUBURBAN								
NORTRAN	\$0.96	\$1.09	\$0.41	\$0.44	\$0.55	\$0.65	42.5%	40.2%
SafeWay	\$1.17	\$1.40	\$0.29	\$0.49	\$0.88	\$0.91	24.6%	34.6%
Suburban	\$1.29	\$1.79	\$0.43	\$0.46	\$0.86	\$1.33	33.3%	25.8%
West Towns	\$1.30	\$1.35	\$0.41	\$0.44	\$0.89	\$0.91	31.4%	32.7%
Sub-Total	\$1.15	\$1.27	\$0.38	\$0.45	\$0.77	\$0.82	32.6%	35.5%
SATELLITE SYSTEMS								
Aurora	\$0.98	\$1.41	\$0.22	\$0.27	\$0.76	\$1.14	22.4%	19.3%
Elgin	\$0.97	\$0.84	\$0.28	\$0.27	\$0.69	\$0.57	28.6%	32.4%
Joliet	\$1.54	\$1.51	\$0.31	\$0.32	\$1.34	\$1.19	20.0%	21.1%
Waukegan	\$1.94	\$2.43	\$0.47	\$0.63	\$1.47	\$1.80	24.1%	26.1%
Sub-Total	\$1.31	\$1.31	\$0.30	\$0.32	\$1.01	\$0.99	23.1%	24.2%
OTHER SUBSIDIZED								
Bensenville	\$2.41	\$2.47	\$0.42	\$0.41	\$1.99	\$2.06	17.3%	16.5%
Glen Ellyn	\$0.96	\$1.39	\$0.38	\$0.75	\$0.58	\$0.64	40.0%	54.3%
Highland Park	\$1.02	\$1.32	\$0.32	\$0.40	\$0.70	\$0.92	31.0%	30.0%
Naperville	\$1.17	\$1.56	\$0.41	\$0.51	\$0.76	\$1.05	35.5%	32.4%
Niles	\$0.71	\$0.91	\$0.50	\$0.60	\$0.21	\$0.31	70.6%	66.2%
Wilmette	\$0.58	\$0.58	\$0.30	\$0.37	\$0.28	\$0.21	52.1%	62.8%
Sub-Total	\$0.81	\$0.91	\$0.36	\$0.44	\$0.45	\$0.47	44.3%	48.8%
CONTRACTED SERVICE								
Sub-Total	\$1.31	\$1.70	\$0.54	\$0.61	\$0.77	\$1.09	41.0%	36.0%
GRAND TOTAL	\$1.17	\$1.28	\$0.38	\$0.44	\$0.79	\$0.84	32.0%	34.5%

III. ROUTE PRODUCTIVITY RANKINGS

As another element of this report, route productivity rankings have been prepared for each service group. Specifically, a passenger trip productivity index was computed for each route to measure the extent to which a particular service was utilized (passenger trips) versus the quantity of service supplied (revenue hours or number of vehicles required). This index was then used to rank each route, as shown in Appendices B, C, and D.

The primary purpose in presenting route level statistics in this fashion is to identify those routes requiring additional attention because of their relatively low level of performance. As such, the productivity rankings are intended only as a way to target certain services for detailed analysis and the development of specific service actions. Such actions may eventually include adjustments in routing, reduction in service, elimination of service, improvements in the quality of service provided, or improved marketing efforts.

Based on route productivity rankings compiled for the period January-March, 1982, the following routes were identified as having productivity levels less than 50 percent of respective system averages, and as such, should be analyzed in more detail.

Table III-1
ROUTES TARGETED FOR DETAILED ANALYSIS
BY SERVICE GROUP AND SERVICE DAY
(JANUARY-MARCH, 1982)

Inner Suburban Services - Weekdays

Total Number of Such Routes: 64
 Average System Productivity: 40.3 passenger trips/revenue hour
 Number of Targeted Routes: 13 (20.15 pass. trips/rev. hr. or less)

	<u>Targeted Routes</u>	<u>Carrier</u>	<u>Productivity</u>	<u>Percent of System Average</u>
#354	Riverdale-Calumet City	SFW	4.2	10.4
#325	25th Avenue	WTN	6.0	14.9
#353	Thornton-Riverdale	SFW	7.0	17.4
#385	87th/111th	SUB	12.2	30.3
#347	Sibley	SFW	12.5	31.0
#211	Wheeling-Loop	NOR	13.4	33.3
#330	Mannheim (O'Hare)	WTN	13.6	33.7
#216	Skokie Local	NOR	16.7	41.4
#379	West 79th Street	SUB	16.8	41.7
#383	South Cicero Avenue	SUB	17.9	44.4
#411	Niles Courtesy System	NIL	19.3	47.9
#210	Glenview-Loop	NOR	19.8	49.1
#835	SW Sub.-Chicago Express	CNT	20.0	49.6

Inner Suburban Services-Saturdays

Total Number of Such Routes: 42
 Average System Productivity: 30.1 passenger trips/revenue hour
 Number of Targeted Routes: 8 (15.05 pass. trips/rev. hr. or less)

	<u>Targeted Routes</u>	<u>Carrier</u>	<u>Productivity</u>	<u>Percent of System Average</u>
#353	Thornton-Riverdale	SFW	3.5	11.6
#331	Cumberland/5th Avenue	WTN	7.2	23.9
#386	127th/Harlem	SUB	11.5	38.2
#220	Glenview-DesPlaines-0'Hare	NOR	11.9	39.5
#355	Lansing	SFW	13.1	43.5
#241	Pk. Ridge Local-Greenwood	NOR	13.1	43.5
#364	159th Street	SFW	13.8	45.8
#210	Glenview-Loop	NOR	14.3	47.5

Inner Suburban Services - Sundays/Holidays

Total Number of Such Routes: 9
 Average System Productivity: 25.0 passenger trips/revenue hour
 Number of Targeted Routes: 1 (12.50 pass. trips/rev. hr. or less)

	<u>Targeted Routes</u>	<u>Carrier</u>	<u>Productivity</u>	<u>Percent of System Average</u>
#210	Glenview-Loop	NOR	9.3	37.2

Outlying Suburban Services - Weekdays

Total Number of Such Routes: 63
 Average System Productivity: 24.1 passenger trips/revenue hour
 Number of Targeted Routes: 14 (12.05 pass. trips/rev. hr. or less)

	<u>Targeted Routes</u>	<u>Carrier</u>	<u>Productivity</u>	<u>Percent of System Average</u>
#405	Elk Grove-Woodfield	CNT	5.2	21.6
#695	Arl. Hts.-Roll. Mead.-Wdfl.	CNT	6.1	25.3
#711	Wheaton-Stratford Square	CNT	7.3	30.3
#697	Roselle-Woodfield	CNT	7.9	32.8
#693	Arlington Hts.-Palatine	CNT	8.1	33.6
#834	Joliet-Yorktown	JOL	8.2	34.0
#332	Elmhurst/York Road	WTN	8.6	35.7
#807	Woodstock-McHenry	CNT	10.2	42.3
#831	Joliet-Cicero	JOL	10.3	42.7
#832	Joliet-Cicero (via Steven.)	JOL	10.4	43.2
#509	Lockport	JOL	10.6	44.0
#714	Naperville-Coll. of DuPage	NPR	11.0	45.6
#367	Park Forest South	SFW	11.1	46.1
#531	Waubensee & Sugar Grove	AUR	11.7	48.5

Outlying Suburban Services - Saturdays

Total Number of Such Routes: 47
 Average System Productivity: 17.3 passenger trips/revenue hour
 Number of Targeted Routes: 10 (8.65 pass. trips/rev. hr. or less)

	<u>Targeted Routes</u>	<u>Carrier</u>	<u>Productivity</u>	<u>Percent of System Average</u>
#809	McHenry County	CNT	4.0	23.1
#405	Elk Grove-Woodfield	CNT	5.6	32.4
#693	Arlington Hts.-Palatine	CNT	5.9	34.1
#695	Arl. Hts.-Roll. Mead.-Wdfl.	CNT	6.2	35.8
#552	North State/Spring Hill	ELG	6.6	38.2
#532	Randall Road	AUR	7.5	43.4
#503	Black Road/Raynor Park	JOL	7.5	43.4
#834	Joliet-Yorktown	JOL	8.0	46.2
#531	Waubensee & Sugar Grove	AUR	8.3	48.0
#508	Larkin Crosstown	JOL	8.6	49.7

Feeder Services - Weekdays

Total Number of Such Routes: 82
 Average System Productivity: 83 passenger trips/bus
 Number of Targeted Routes: 11 (41.5 pass. trips/bus or less)

	<u>Targeted Routes</u>	<u>Carrier</u>	<u>Productivity</u>	<u>Percent of System Average</u>
#800	Richmond	CNT	9	10.8
#671	Villa Park-North Lombard*	CNT	22	26.5
#752	Flossmoor-Glenwood	CNT	24	28.9
#651	College Ave.-Glendale Hts.	CNT	24	28.9
#454	Homewood-Northwest	SFW	29	34.9
#453	Homewood-Southwest	SFW	30	36.1
#635/6	West Chicago	CNT	34	41.0
#369	Matteson-Park Forest	SFW	37	44.6
#727/9	Barrington**	CNT	38	45.8
#404	Medinah-Elk Grove	CNT	39	47.0
#815-7	Geneva	CNT	40	48.2

*Discontinued May 7, 1982

**Discontinued June 4, 1982

IV. COST ANALYSIS

As a final element of this report, an analysis of operating costs was made for the ten largest subsidized carriers. Contract services were excluded from this analysis since expenses are fixed contractually. The analysis is based on measuring quarterly carrier costs for specific transit functions on a vehicle mile and vehicle hour basis. In addition, subsequent reports will show carrier unit costs over time, in order to detect improving or worsening conditions. Carrier unit costs have been organized by function according to three major areas: Operations, Vehicle Maintenance, and Administration.

It should be noted that some variation in unit costs among carriers are the result of factors outside of the carriers direct control. Some of these factors are listed below, and should be carefully considered in any attempt to compare carrier performance:

- The age or type of vehicles, equipment, and facilities will all serve to impact cost levels. For example, are the vehicles air-conditioned, are the garages new or old, are facilities shared, etc.?
- Manpower costs may vary by carrier, according to contractual requirements and work rule provisions.
- Privately owned carriers incur additional expenses due to taxes.
- Some municipalities absorb the cost of certain functions, such as Non-Vehicle Maintenance.
- Definitional differences of transit functions. For example, Wilmette reports most supervisory personnel expense as Other Labor Operations Cost, as opposed to Administration Cost.

Table IV-1 presents January through March, 1982 results for the ten carriers considered. In all, 62.6% of total system expenses were reported as Operations, 24.0% as Vehicle Maintenance, and 13.4% as Administration. A ranking of total expense per operating unit is shown in Table IV-2.

TABLE IV-1: COMPARATIVE COST RATES (JANUARY-MARCH, 1982)--TEN LARGEST CARRIERS

Carrier	Operations		Reported Expenses By Function		Total	Vehicle Miles		Vehicle Hours		
	(\$)	(%)	Vehicle Maint. (%)	Gen. Admin. (%)		(%)	(%)			
Aurora	\$ 214,061	(62.4)	\$ 90,641	(26.4)	\$ 38,605	(11.2)	\$ 343,307	(100.0)	185,640	14,167
Elgin	153,354	(50.1)	121,627	(39.7)	31,283	(10.2)	306,264	(100.0)	155,748	11,738
Highland Park	37,087	(53.7)	20,896	(30.3)	11,012	(16.0)	68,995	(100.0)	51,764	3,389
Joliet	230,190	(59.8)	70,733	(18.4)	84,107	(21.8)	385,030	(100.0)	226,901	14,527
NORTAN	1,323,582	(67.8)	419,053	(21.5)	210,189	(10.7)	1,952,824	(100.0)	1,064,044	70,395
SafeWay	615,937	(54.0)	307,631	(26.9)	217,708	(19.1)	1,141,276	(100.0)	455,474	30,563
Suburban	256,438	(61.3)	89,760	(21.4)	72,600	(17.3)	418,798	(100.0)	211,963	12,784
Waukegan	120,074	(60.1)	36,678	(18.4)	42,899	(21.5)	199,651	(100.0)	116,216	6,867
West Towns	1,067,503	(65.8)	387,006	(23.8)	167,994	(10.4)	1,622,503	(100.0)	582,180	42,965
Wilmette	113,670	(72.4)	38,821	(24.3)	5,304	(3.3)	159,795	(100.0)	100,972	7,652
TOTAL	\$4,133,896	(62.6)	\$1,582,846	(24.0)	\$881,701	(13.4)	\$6,598,443	(100.0)	3,150,902	215,047

Carrier	Operations		Expense Per Vehicle Mile		Total	Operations		Total
	(\$)	(%)	Vehicle Maint.	Gen. Admin. (%)		Vehicle Maint.	Gen. Admin. (%)	
Aurora	\$1.15	\$0.49	\$0.21	1.96	\$15.11	\$ 6.40	\$2.72	\$24.23
Elgin	0.98	0.78	0.20	1.33	13.06	10.36	2.67	26.09
Highland Park	0.72	0.40	0.21	1.69	10.94	6.17	3.25	20.36
Joliet	1.01	0.31	0.37	1.83	15.85	4.87	5.79	26.51
NORTAN	1.24	0.39	0.20	2.51	18.80	5.95	2.99	27.74
SafeWay	1.35	0.68	0.48	1.97	20.15	10.07	7.12	37.34
Suburban	1.21	0.42	0.34	1.72	20.06	7.02	5.68	32.76
Waukegan	1.03	0.32	0.37	2.78	17.49	5.34	6.25	29.08
West Towns	1.83	0.66	0.29	1.58	24.85	9.01	3.91	37.77
Wilmette	1.15	0.38	0.05	1.58	15.12	5.07	0.69	20.88
TOTAL	\$1.31	\$0.50	\$0.28	\$2.09	\$19.22	\$ 7.36	\$4.10	\$30.68

* Includes Non-Vehicle Maintenance Expenses

Table IV-2
TOTAL EXPENSE PER OPERATING UNIT--Ranked by Carrier

<u>Total Expense Per Vehicle Mile</u>		<u>Total Expense Per Vehicle Hour</u>	
Highland Park	\$1.33	Highland Park	\$20.36
Wilmette	\$1.58	Wilmette	\$20.88
Joliet	\$1.69	Aurora	\$24.23
Waukegan	\$1.72	Elgin	\$26.09
NORTRAN	\$1.83	Joliet	\$26.51
Aurora	\$1.85	NORTRAN	\$27.74
Elgin	\$1.96	Waukegan	\$29.08
Suburban	\$1.97		
All	\$2.09	All	\$30.68
		Suburban	\$32.76
SafeWay	\$2.51	SafeWay	\$37.34
West Towns	\$2.78	West Towns	\$37.77

As can be seen, small municipal operations exhibited the lowest unit costs (Highland Park and Wilmette), while most larger carriers generated higher unit costs (SafeWay and West Towns). It can also be seen that the rank of some carriers changes according to operating unit used, presumably the result of different operating speeds.

As a means of diagnosing overall high unit costs, Tables IV-3, IV-4, and IV-5 present data according to specific activities. Expense per vehicle hour is used in measuring Operations and Administration unit costs, while expense per vehicle mile is shown for Vehicle Maintenance unit costs. Top operator wage is presented on Table IV-3, Operations, for informational purposes. Carrier costs that exceed system-wide averages by more than 25% may be summarized as follows:

Operations

Operator Labor:	West Towns
Other Labor:	Elgin, Wilmette, Waukegan, Suburban, SafeWay
Fringe Benefits:	West Towns
Other Operations:	NORTRAN, Suburban

Vehicle Maintenance

Labor:	West Towns, SafeWay
Fringe Benefits:	West Towns, SafeWay
Materials & Supplies:	Aurora, West Towns
Other Maintenance:	Highland Park, Elgin

Administration

Labor:	Highland Park, Suburban, Joliet
Fringe Benefits:	Highland Park, Suburban, Joliet, Safeway
Services:	Joliet, Waukegan, Safeway
Utilities:	Suburban, Waukegan, Safeway
Insurance:	Joliet
Taxes:	West Towns, Waukegan, Safeway
Non Vehicle Maintenance:	West Towns, Suburban, Safeway
Other Administration:	Highland Park, West Towns, Suburban

Carrier functions identified as having relatively high unit costs (as derived on the basis of data in Tables IV-3, IV-4, and IV-5) should be carefully reviewed by appropriate departments to determine underlying causes and/or explanatory conditions. In cases where high unit costs are found to be unacceptable (i.e., no justification was apparent), necessary analysis should be conducted to formulate possible corrective actions.

TABLE IV-3: OPERATIONS EXPENSES PER VEHICLE HOUR (JANUARY-MARCH, 1982) - Ranked By Carrier

<u>Carrier</u>	<u>Total*</u>	<u>Operator Labor</u>	<u>Other Labor</u>	<u>Fringe Benefits</u>	<u>Other Operations</u>	<u>Top Operator Wage**</u>
Highland Park	\$ 10.94 (100.0%)	\$ 9.20 (84.0%)	\$ 0.00 (0.0%)	\$ 1.75 (16.0%)	\$ 0.00 (0.0%)	\$ 9.72
Elgin	\$ 13.06 (100.0%)	\$ 8.71 (66.7%)	\$ 1.63 (12.4%)	\$ 2.61 (20.0%)	\$ 0.12 (0.9%)	\$ 9.00
Aurora	\$ 15.11 (100.0%)	\$ 9.83 (65.0%)	\$ 0.53 (3.5%)	\$ 4.56 (30.2%)	\$ 0.18 (1.2%)	\$ 8.04
Wilmette	\$ 15.12 (100.0)	\$ 9.25 (61.2%)	\$ 2.21 (14.6%)	\$ 3.40 (22.5%)	\$ 0.25 (1.7%)	\$ 8.94
Joliet	\$ 15.85 (100.0%)	\$11.44 (72.2%)	\$ 1.07 (6.8%)	\$ 3.16 (19.9%)	\$ 0.18 (1.1%)	\$ 9.76
Waukegan	\$ 17.49 (100.0%)	\$11.12 (63.6%)	\$ 1.70 (9.7%)	\$ 4.53 (25.9%)	\$ 0.14 (0.8%)	\$10.88
NORTRAN	\$ 18.80 (100.0%)	\$12.45 (66.2%)	\$ 0.77 (4.1%)	\$ 5.09 (27.1%)	\$ 0.50 (2.6%)	\$10.71
All	\$ 19.22 (100.0%)	\$12.53 (65.2%)	\$ 1.20 (6.2%)	\$ 5.19 (27.0%)	\$ 0.31 (1.6%)	--
Suburban	\$ 20.06 (100.0)	\$13.70 (68.3%)	\$ 1.54 (7.7%)	\$ 3.86 (19.3%)	\$ 0.96 (4.8%)	\$10.92
SafeWay	\$ 20.15 (100.0%)	\$11.79 (58.5%)	\$ 1.80 (8.9%)	\$ 6.27 (31.1%)	\$ 0.30 (1.5%)	\$10.93
West Towns	\$ 24.85 (100.0%)	\$16.20 (65.2%)	\$ 1.36 (5.5%)	\$ 7.28 (29.3%)	\$ 0.01 (0.0%)	\$12.29

*Totals may not add due to rounding.

**As submitted by carriers as part of the Monthly Supplemental Data reporting system.
Data shown is for the period ending March 31, 1982.

TABLE IV-4: VEHICLE MAINTENANCE EXPENSES PER VEHICLE MILE (JANUARY-MARCH, 1982) - Ranked By Carrier

<u>Carrier</u>	<u>Total*</u>	<u>Labor</u>	<u>Fringe Benefits</u>	<u>Materials & Supplies</u>	<u>Other Maintenance</u>
Joliet	\$ 0.31 (100.0%)	\$ 0.17 (54.3%)	\$ 0.05 (16.3%)	\$ 0.08 (25.7%)	\$ 0.01 (3.7%)
Waukegan	\$ 0.32 (100.0%)	\$ 0.18 (57.8%)	\$ 0.07 (22.9%)	\$ 0.06 (19.2%)	\$ 0.01** (0.1%)
Wilmette	\$ 0.38 (100.0%)	\$ 0.15 (39.5%)	\$ 0.06 (15.9%)	\$ 0.11 (27.6%)	\$ 0.06 (17.1%)
NORTRAN	\$ 0.39 (100.0%)	\$ 0.21 (53.4%)	\$ 0.09 (22.4%)	\$ 0.09 (23.1%)	\$ 0.01** (1.1%)
Highland Park	\$ 0.40 (100.0%)	\$ 0.16 (39.6%)	\$ 0.05 (11.2%)	\$ 0.12 (30.5%)	\$ 0.08 (18.7%)
Suburban	\$ 0.42 (100.0%)	\$ 0.24 (55.9%)	\$ 0.06 (14.9%)	\$ 0.11 (26.1%)	\$ 0.01 (3.1%)
Aurora	\$ 0.49 (100.0%)	\$ 0.20 (40.2%)	\$ 0.07 (15.4%)	\$ 0.19 (38.8%)	\$ 0.03 (5.6%)
All	\$ 0.50 (100.0%)	\$ 0.24 (48.4%)	\$ 0.10 (19.9%)	\$ 0.11 (22.4%)	\$ 0.05 (9.3%)
West Towns	\$ 0.66 (100.0%)	\$ 0.35 (52.2%)	\$ 0.15 (22.5%)	\$ 0.17 (25.3%)	\$ 0.00 (0.0%)
SafeWay	\$ 0.68 (100.0%)	\$ 0.37 (55.5%)	\$ 0.17 (25.5%)	\$ 0.13 (18.8%)	\$ 0.01** (0.2%)
Elgin***	\$ 0.78 (100.0%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.78 (100.0%)

*Totals may not add due to rounding.

**Actual costs less than \$0.01 on a per mile basis

***Vehicle maintenance services for Elgin transit buses are purchased from the City of Elgin on a contract basis. As such, all vehicle maintenance costs are shown in the "other" category.

TABLE IV-5: ADMINISTRATION EXPENSES PER VEHICLE HOUR (JANUARY-MARCH, 1982) - Ranked by Carrier

Carrier	Total*	Labor**	Fringe Benefits**	Services	Utilities	Insurance***	Taxes	Non-Veh. Maint.	Other Admin.
Wilmette	\$ 0.69 (100.0%)	\$ 0.35 (49.9%)	\$ 0.07 (10.0%)	\$ 0.04 (6.4%)	\$ 0.03 (4.2%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.20 (29.4%)
Elgin	\$ 2.67 (100.0%)	\$ 0.87 (32.7%)	\$ 0.30 (11.2%)	\$ 0.64 (23.8%)	\$ 0.62 (23.4%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.24 (8.9%)
Aurora	\$ 2.72 (100.0%)	\$ 1.01 (36.9%)	\$ 0.29 (10.7%)	\$ 0.73 (26.9%)	\$ 0.55 (20.1%)	\$ 0.01 (0.3%)	\$ 0.00 (0.0%)	\$ 0.10 (3.6%)	\$ 0.04 (1.4%)
NORTRAN	\$ 2.99 (100.0%)	\$ 1.24 (41.6%)	\$ 0.32 (10.7%)	\$ 0.31 (10.3%)	\$ 0.43 (14.3%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.56 (18.9%)	\$ 0.12 (4.2%)
Highland Pk.	\$ 3.25 (100.0%)	\$ 2.13 (65.6%)	\$ 0.55 (17.0%)	\$ 0.13 (4.0%)	\$ 0.03 (0.8%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.00 (0.0%)	\$ 0.41 (12.6%)
West Towns	\$ 3.91 (100.0%)	\$ 0.78 (19.8%)	\$ 0.28 (7.2%)	\$ 0.16 (4.2%)	\$ 0.50 (12.7%)	\$ 0.02 (0.5%)	\$ 0.39 (10.0%)	\$ 1.15 (29.5%)	\$ 0.63 (16.1%)
All	\$ 4.10 (100.0%)	\$ 1.20 (29.2%)	\$ 0.38 (9.2%)	\$ 0.62 (15.0%)	\$ 0.72 (17.5%)	\$ 0.08 (1.9%)	\$ 0.13 (3.3%)	\$ 0.67 (16.4%)	\$ 0.30 (7.4%)
Suburban	\$ 5.68 (100.0%)	\$ 2.12 (37.3%)	\$ 0.53 (9.2%)	\$ 0.68 (12.0%)	\$ 0.95 (16.8%)	\$ 0.01 (0.1%)	\$ 0.02 (0.4%)	\$ 0.87 (15.3%)	\$ 0.51 (9.0%)
Joliet	\$ 5.79 (100.0%)	\$ 1.77 (30.5%)	\$ 0.49 (8.4%)	\$ 1.11 (19.2%)	\$ 0.67 (11.5%)	\$ 1.06 (18.4%)	\$ 0.00 (0.0%)	\$ 0.36 (6.2%)	\$ 0.33 (5.7%)
Waukegan	\$ 6.25 (100.0%)	\$ 0.97 (15.6%)	\$ 0.33 (5.2%)	\$ 2.55 (40.9%)	\$ 1.54 (24.7%)	\$ 0.00 (0.0%)	\$ 0.48 (7.8%)	\$ 0.00 (0.0%)	\$ 0.37 (5.8%)
Safeway	\$ 7.12 (100.0%)	\$ 1.40 (19.7%)	\$ 0.67 (9.4%)	\$ 1.40 (19.6%)	\$ 1.82 (25.5%)	(0.02 (0.3%)	\$ 0.27 (3.8%)	\$ 1.24 (17.4%)	\$ 0.30 (4.3%)

*Totals may not add due to rounding.

**Non-vehicle maintenance labor and fringe benefit expenses are not included.

***Does not include RTA consolidated insurance program expenses. All carriers listed participate in this program, with the exception of Joliet.

APPENDIX A

SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY
JANUARY-MARCH, 1981 AND 1982

The data presented in this Appendix is categorized according to the following three service groupings:

- Inner Suburban Services (IN): includes most regular fixed-route services operating in Cook County. Northwest Cook County routes are not included in this category, since services, population densities, and land use distribution are more in common with those found in the collar counties.
- Outlying Suburban Services (OT): includes all regular fixed-route services operating in the five collar counties and Northwest Cook County; and
- Feeder Services (FD): a generic classification of service, including all routes providing an exclusively commuter rail feeder function.

A Region map illustrating Inner Suburban and Outlying Suburban areas is shown on Figure 1. Although feeder routes operate throughout the suburbs, most serve Outlying Suburban areas.

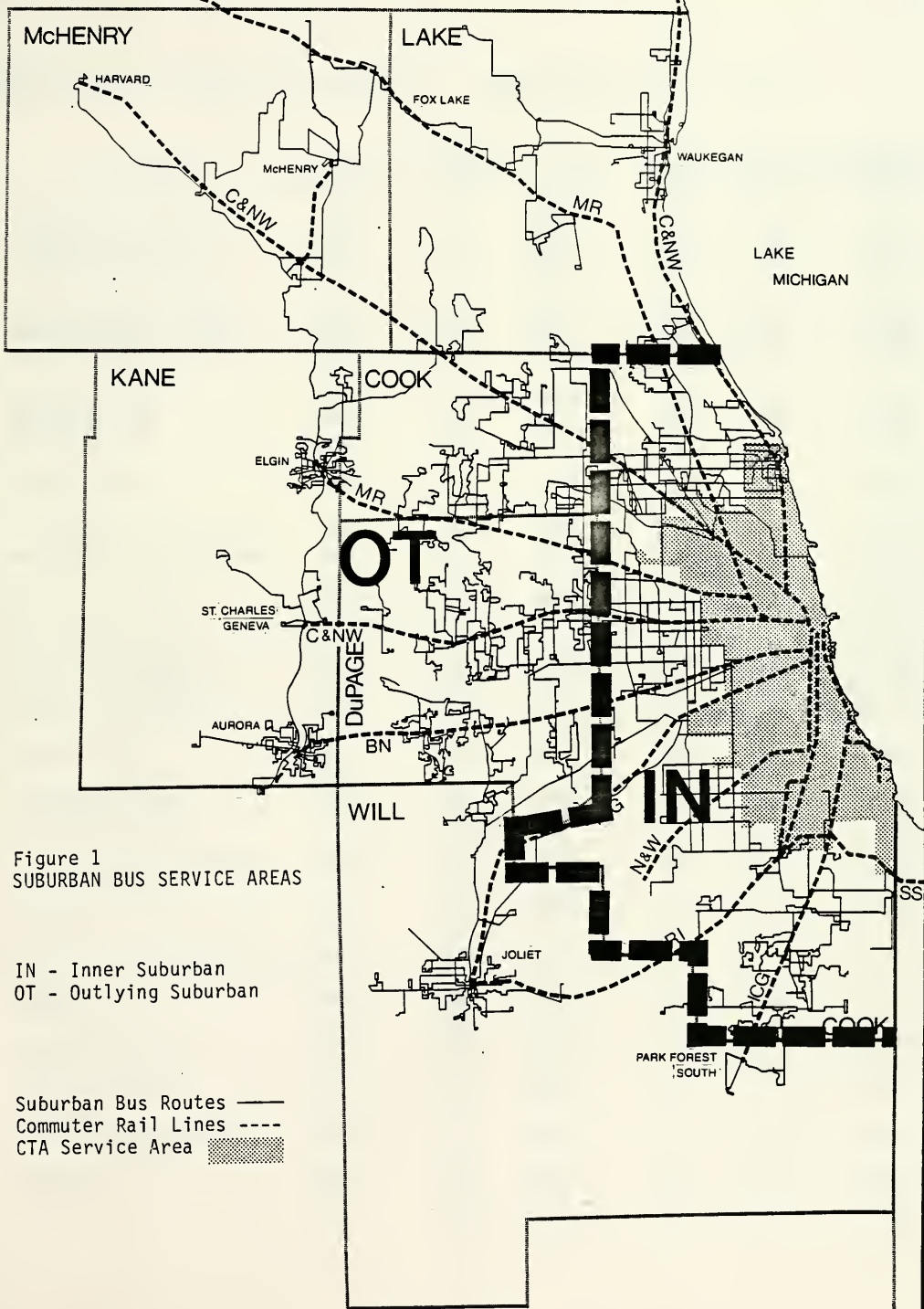


Figure 1
SUBURBAN BUS SERVICE AREAS

IN - Inner Suburban
OT - Outlying Suburban

Suburban Bus Routes ———
Commuter Rail Lines - - - -
CTA Service Area [shaded box]

Appendix A
 SUBURBAN BUS ROUTE RIDERSHIP BY SERVICE DAY -- (JANUARY-MARCH, 1981 and 1982)

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE	DAILY	RIDERSHIP
					1981	1982	% CHANGE
208	Evanston-Golf Mill	NOR	IN	WKDY	962	1098	+14.1%
208	Evanston-Golf Mill	NOR	IN	SAT	553	422	-23.7%
208	Evanston-Golf Mill	NOR	IN	SUN/HOL	239	203	-15.1%
209	Woodfield-Jeff. Park	NOR	IN	WKDY	2428	2905	+19.6%
209	Woodfield-Jeff. Park	NOR	IN	SAT	1244	1091	-12.3%
209	Woodfield-Jeff. Park	NOR	IN	SUN/HOL	716	654	-8.7%
210	Glenview-Loop	NOR	IN	WKDY	1148	999	-13.0%
210	Glenview-Loop	NOR	IN	SAT	246	237	-3.7%
210	Glenview-Loop	NOR	IN	SUN/HOL	154	128	-16.9%
211	Wheeling-Loop	NOR	IN	WKDY	385	288	-25.2%
212	Northbrook Ct.-Evanston	NOR	IN	WKDY	1194	1096	-8.2%
212	Northbrook Ct.-Evanston	NOR	IN	SAT	603	521	-13.6%
213	Green Bay Road	NOR	IN	WKDY	1781	1716	-3.6%
213	Green Bay Road	NOR	IN	SAT	619	579	-6.5%
215	Old Orchard-Howard	NOR	IN	WKDY	2287	2324	+1.6%
215	Old Orchard-Howard	NOR	IN	SAT	1003	887	-11.6%
215	Old Orchard-Howard	NOR	IN	SUN/HOL	682	538	-21.1%
216	Skokie Local	NOR	IN	WKDY	207	173	-16.4%
220	Glenview-O'Hare	NOR	IN	WKDY	808	889	+10.0%
220	Glenview-O'Hare	NOR	IN	SAT	296	230	-22.3%
221	S. Park Ridge-Jeff. Park	NOR	IN	WKDY	833	1223	+46.8%
223	Elk Grove Village Express	NOR	IN	WKDY	361	348	-3.6%
225	Jeff. Pk.-Howard Industrial	NOR	IN	WKDY	383	447	+16.7%
226	Oakton	NOR	IN	WKDY	1640	1599	-2.5%
230	South DesPlaines	NOR	IN	WKDY	330	306	-7.3%
232	West DesPlaines	NOR	IN	WKDY	194	150	-22.7%
233	Southwest DesPlaines	NOR	IN	WKDY	235	192	-18.3%
234	Wheeling	NOR	OT	WKDY	766	617	-19.5%
234	Wheeling	NOR	OT	SAT	280	224	-20.0%

Appendix A, cont'd.
Page Two

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE 1981	DAILY 1982	RIDERSHIP % CHANGE
240	Park Ridge/Dee Road	NOR	IN	WKDY	542	646	+19.2%
240	Park Ridge/Dee Road	NOR	IN	SAT	174	71	-59.2%*
241	Park Ridge/Greenwood	NOR	IN	WKDY	673	861	+27.9%
241	Park Ridge/Greenwood	NOR	IN	SAT	166	66	-60.2%*
244	Deerfield	NOR	FD	WKDY	85	58	-31.8%
250	Dempster	NOR	IN	WKDY	3036	3094	+1.9%
250	Dempster	NOR	IN	SAT	1048	905	-13.6%
250	Dempster	NOR	IN	SUN/HOL	500	414	-17.2%
270	Milwaukee	NOR	IN	WKDY	3676	3927	+6.8%
270	Milwaukee	NOR	IN	SAT	1335	1211	-9.3%
270	Milwaukee	NOR	IN	SUN/HOL	817	653	-20.1%
290/1	Touhy	NOR	IN	WKDY	2926	4437	+51.6%
290	Touhy	NOR	IN	SAT	650	787	+21.1%
290	Touhy	NOR	IN	SUN/HOL	315	336	+6.7%
301	Roosevelt	WTN	IN	WKDY	N/A	896	
301	Roosevelt	WTN	IN	SAT	N/A	195	
302	Ogden/Stanley	WTN	IN	WKDY	N/A	880	
302	Ogden/Stanley	WTN	IN	SAT	N/A	223	
304	Washington	WNT	IN	WKDY	N/A	405	
304	Washington	WNT	IN	SAT	N/A	173	
305	Berwyn-River Forest	WTN	IN	WKDY	N/A	1612	
305	Berwyn-River Forest	WTN	IN	SAT	N/A	499	
307	Harlem	WTN	IN	WKDY	N/A	3352	
307	Harlem	WTN	IN	SAT	N/A	1381	
308	Medical Center	WTN	IN	WKDY	N/A	1051	
308	Medical Center	WTN	IN	SAT	N/A	305	
309	Lake	WTN	IN	WKDY	N/A	1158	
309	Lake	WTN	IN	SAT	N/A	299	
310	Madison	WTN	IN	WKDY	N/A	1009	
311	Oak Park Avenue	WTN	IN	WKDY	N/A	2460	
311	Oak Park Avenue	WTN	IN	SAT	N/A	707	
312	Ogden	WTN	IN	WKDY	N/A	112	

*The 1982 level of service is below 1981 levels.

Appendix A, cont'd.
Page Three

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE	DAILY	RIDERSHIP
					1981	1982	% CHANGE
313	St. Charles Road	WTN	IN	WKDY	N/A	1154	
313	St. Charles Road	WTN	IN	SAT	N/A	473	
315	Austin/Ridgeland/North	WTN	IN	WKDY	N/A	2371	
315	Austin/Ridgeland/North	WTN	IN	SAT	N/A	415	
319	Grand	WTN	IN	WKDY	N/A	544	
322	Cermak	WTN	IN	WKDY	N/A	677	
322	Cermak	WTN	IN	SAT	N/A	267	
325	25th Avenue	WTN	IN	WKDY	N/A	66	
330	Mannheim (O'Hare)	WTN	IN	WKDY	N/A	434	
331	Cumberland/5th Avenue	WTN	IN	WKDY	N/A	894	
331	Cumberland/5th Avenue	WTN	IN	SAT	N/A	140	
332	Elmhurst/York Road	WTN	OT	WKDY	N/A	286	
332	York Road	WTN	OT	SAT	N/A	89	
347	Sibley	SFW	IN	WKDY	N/A	155	
351	Western Avenue	SFW	IN	WKDY	N/A	1413	
351	Western Avenue	SFW	IN	SAT	N/A	523	
352	Halsted	SFW	IN	WKDY	N/A	1859	
352	Halsted	SFW	IN	SAT	N/A	485	
353	Thornton-Riverdale	SFW	IN	WKDY	N/A	97	
353	Thornton-Riverdale	SFW	IN	SAT	N/A	31	
354	Riverdale-Calumet City	SFW	IN	WKDY	N/A	57	
355	Lansing-Loop	SFW	IN	WKDY	N/A	1075	
355	Lansing-Hegewisch	SFW	IN	SAT	N/A	65	
356	Altgeld	SFW	IN	WKDY	N/A	3540	
356	Altgeld	SFW	IN	SAT	N/A	1962	
357	Lincoln Highway	SFW	IN	WKDY	N/A	692	
357	Lincoln Highway	SFW	IN	SAT	N/A	515	
359	Robbins	SFW	IN	WKDY	N/A	621	
359	Robbins	SFW	IN	SAT	N/A	192	

Appendix A, cont'd.
Page Four

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE	DAILY	RIDERSHIP
					1981	1982	% CHANGE
362	Matteson - Park Forest	SFW	FD	WKDY	N/A	44	
364	159th Street	SFW	IN	WKDY	N/A	818	
364	159th Street	SFW	IN	SAT	N/A	345	
366	Park Forest-Chicago Heights	SFW	IN	WKDY	N/A	235	
366	Park Forest-Chicago Heights	SFW	IN	SAT	N/A	96	
367	Park Forest South	SFW	OT	WKDY	N/A	171	
367	Park Forest South	SFW	OT	SAT	N/A	50	
369	Matteson-Park Forest	SFW	FD	WKDY	N/A	37	
370	Prairie State College	SFW	IN	WKDY	N/A	134	
379	West 79th Street	SUB	IN	WKDY	N/A	181	
381	95th Street	SUB	IN	WKDY	N/A	1666	
381	95th Street	SUB	IN	SAT	N/A	731	
382	Central	SUB	IN	WKDY	N/A	378	
382	Central	SUB	IN	SAT	N/A	114	
383	Cicero	SUB	IN	WKDY	N/A	512	
383	Cicero	SUB	IN	SAT	N/A	170	
384	Narragansett-Ridgeland	SUB	IN	WKDY	N/A	522	
384	Narragansett-Ridgeland	SUB	IN	SAT	N/A	256	
385	87th/111th	SUB	IN	WKDY	N/A	270	
386	Harlem	SUB	IN	WKDY	N/A	457	
386	Harlem	SUB	IN	SAT	N/A	147	
401/2	Bensenville	BNS	FD	WKDY	136	100	-26.5%*
404	Medinah-Elk Grove	CNT	FD	WKDY	82	39	-52.4%
405	Elk Grove-Woodfield	CNT	OT	WKDY	196	114	-41.8%
405	Elk Grove-Woodfield	CNT	OT	SAT	256	104	-59.4%
406	DesPlaines-Maine Township	CNT	FD	WKDY	76	49	-35.5%
407	Roselle-Bloomingtondale	CNT	FD	WKDY	86	49	-43.0%
411	Niles Courtesy System	NIL	IN	WKDY	N/A	984	
411	Niles Courtesy System	NIL	IN	SAT	N/A	847	
411	Niles Courtesy System	NIL	IN	SUN	N/A	496	

*The 1982 level of service is below 1981 levels.

Appendix A, cont'd.
Page Five

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE 1981	DAILY 1982	RIDERSHIP % CHANGE
421	Wilmette Avenue	WLM	IN	WKDY	1869	2015	+7.8%
421	Wilmette Avenue	WLM	IN	SAT	285	260	-8.8%
422	Lake Avenue	WLM	IN	WKDY	1402	1476	+5.3%
422	Lake Avenue	WLM	IN	SAT	685	577	-15.8%
422	Lake Avenue	WLM	IN	SUN	164	148	-9.8%
423	Sheridan	WLM	IN	WKDY	1061	1241	+17.0%
423	Sheridan	WLM	IN	SAT	223	217	-2.7%
451	Homewood-Southeast	SFW	IN	WKDY	N/A	140	
452	Homewood-Northeast	SFW	IN	WKDY	N/A	169	
453	Homewood-Southwest	SFW	FD	WKDY	N/A	30	
454	Homewood-Northwest	SFW	FD	WKDY	N/A	29	
460	Hazel Crest	SFW	FD	WKDY	N/A	140	
471	Deerbrook	HPK	OT	WKDY	304	297	-2.3%
471	Deerbrook	HPK	OT	SAT	197	153	-22.3%
472	Fort Sheridan	HPK	OT	WKDY	373	344	-7.8%
472	Fort Sheridan	HPK	OT	SAT	150	130	-13.3%
473	Braeside	HPK	OT	WKDY	188	151	-19.7%
473	Braeside	HPK	OT	SAT	235	155	-34.0%
474	Ravinia	HPK	OT	WKDY	67	79	+17.9%
474	Ravinia	HPK	OT	SAT	62	42	-32.3%
501	Forest Park/West Jefferson	JOL	OT	WKDY	950	879	-7.5%*
501	Forest Park/West Jefferson	JOL	OT	SAT	645	410	-36.4%*
502	Cass/Marquette Gardens	JOL	OT	WKDY	940	797	-15.2%*
502	Cass/Marquette Gardens	JOL	OT	SAT	423	242	-42.8%*
503	Black Road/Raynor Park	JOL	OT	WKDY	N/A	263	
503	Black Road/Raynor Park	JOL	OT	SAT	N/A	43	
504	Gardner/South Joliet	JOL	OT	WKDY	N/A	200	
504	Gardner/South Joliet	JOL	OT	SAT	N/A	61	
505	Rockdale/Lidice	JOL	OT	WKDY	580	353	-39.1%*
505	Rockdale/Lidice	JOL	OT	SAT	356	142	-60.1%*

*The 1982 level of service is below 1981 levels.

Appendix A, cont'd.
Page Six

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE 1981	DAILY 1982	RIDERSHIP % CHANGE
506	Washington/Second Ave.	JOL	OT	WKDY	N/A	352	
506	Washington/Second Ave.	JOL	OT	SAT	N/A	94	
507	Plainfield	JOL	OT	WKDY	N/A	149	
507	Plainfield	JOL	OT	SAT	N/A	143	
508	Larkin Crosstown	JOL	OT	WKDY	540	265	-50.9%*
508	Larkin Crosstown	JOL	OT	SAT	286	60	-79.0%*
509	Lockport	JOL	OT	WKDY	N/A	108	
509	Lockport	JOL	OT	SAT	N/A	65	
521	High Street	AUR	OT	WKDY	479	323	-32.6%
521	High Street	AUR	OT	SAT	235	139	-40.9%
522	Sherman	AUR	OT	WKDY	341	233	-31.7%
522	Sherman	AUR	OT	SAT	270	138	-48.9%
523	North Lake	AUR	OT	WKDY	398	337	-15.3%
523	North Lake	AUR	OT	SAT	428	302	-29.4%
524	Downer	AUR	OT	WKDY	326	209	-35.9%
524	Downer	AUR	OT	SAT	357	196	-45.1%
525	Farnsworth Avenue	AUR	OT	WKDY	596	368	-38.3%
525	Farnsworth Avenue	AUR	OT	SAT	419	193	-53.9%
526	West Plaza	AUR	OT	WKDY	595	419	-29.6%
526	West Plaza	AUR	OT	SAT	461	274	-40.6%
527	Moecherville	AUR	OT	WKDY	591	524	-11.3%
527	Moecherville	AUR	OT	SAT	299	208	-30.4%
528	Fifth Street	AUR	OT	WKDY	468	328	-29.9%
528	Fifth Street	AUR	OT	SAT	286	157	-45.1%
529	Indian Trail	AUR	OT	WKDY	331	275	-16.9%
529	Indian Trail	AUR	OT	SAT	215	141	-34.4%
530	Fox Valley Center	AUR	OT	WKDY	615	433	-29.6%
530	Fox Valley Center	AUR	OT	SAT	935	638	-31.8%
531	Waubensee and Sugar Grove	AUR	OT	WKDY	379	172	-54.6%
531	Galena	AUR	OT	SAT	116	52	-55.2%*
532	Randall Road	AUR	OT	WKDY	165	137	-17.0%
532	Randall Road	AUR	OT	SAT	125	76	-39.2%

*The 1982 level of service is below 1981 levels.

Appendix A, cont'd.
Page Seven

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE 1981	DAILY 1982	RIDERSHIP % CHANGE
533	Molitor Road	AUR	OT	WKDY	464	358	-22.8%
533	Molitor Road	AUR	OT	SAT	147	92	-37.4%
541	Douglas	ELG	OT	WKDY	N/A	513	
541	Douglas	ELG	OT	SAT	N/A	238	
542	Grove	ELG	OT	WKDY	N/A	630	
542	Grove	ELG	OT	SAT	N/A	288	
543	Dundee	ELG	OT	WKDY	N/A	689	
543	Dundee	ELG	OT	SAT	N/A	256	
544	Chicago Avenue	ELG	OT	WKDY	N/A	595	
544	Chicago Avenue	ELG	OT	SAT	N/A	279	
545	Walnut	ELG	OT	WKDY	N/A	592	
545	Walnut	ELG	OT	SAT	N/A	253	
546	South	ELG	OT	WKDY	N/A	572	
546	South	ELG	OT	SAT	N/A	212	
547	Wing Park	ELG	OT	WKDY	N/A	548	
547	Wing Park	ELG	OT	SAT	N/A	279	
548	Highland	ELG	OT	WKDY	N/A	551	
548	Highland	ELG	OT	SAT	N/A	199	
549	McLean Crosstown	ELG	OT	WKDY	N/A	424	
549	McLean Crosstown	ELG	OT	SAT	N/A	113	
552	North State	ELG	OT	WKDY	N/A	99	
552	North State	ELG	OT	SAT	N/A	36	
553	Park/Summit	ELG	OT	WKDY	N/A	355	
553	Park/Summit	ELG	OT	SAT	N/A	257	
561	Castlecrest via McAree	WKG	OT	WKDY	N/A	225	
562	Gurnee via Sunset	WKG	OT	WKDY	N/A	207	
563	Farnsworth via Naval Stn.	WKG	OT	WKDY	N/A	409	
564	Jackson to 22nd	WKG	OT	WKDY	N/A	216	
565	Grand/Grandwood Park	WKG	OT	WKDY	N/A	106	
568	Lakehurst via McAlister	WKG	OT	WKDY	N/A	250	

Appendix A, cont'd.
Page Eight

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE	DAILY	RIDERSHIP
					1981	1982	% CHANGE
569	Lewis Crosstown	WKG	OT	WKDY	N/A	64	
571	Zion	WKG	OT	WKDY	N/A	260	
601	Roselle-Hoffman Estates	CNT	FD	WKDY	160	116	-27.5%
602	Roselle-Hoffman Estates	CNT	FD	WKDY	161	121	-24.8%
603	Roselle-E. Schaumburg	CNT	FD	WKDY	135	111	-17.8%
604	Roselle-W. Schaumburg	CNT	FD	WKDY	151	97	-35.8%
605	Roselle-Schaumburg	CNT	FD	WKDY	129	78	-39.5%
621	Northbrook-Northeast	NOR	FD	WKDY	63	62	-1.6%
622	Northbrook-West	NOR	FD	WKDY	86	56	-34.9%
635/6	West Chicago	CNT	FD	WKDY	58	34	-41.4%
641	Elmhurst-Northeast	CNT	FD	WKDY	247	244	-1.2%
642	Elmhurst-Southwest	CNT	FD	WKDY	213	201	-5.6%
643/5	Elmhurst-NW/Industrial	NCT	FD	WKDY	195	172	-11.8%
644	Elmhurst-South Central	CNT	FD	WKDY	247	194	-21.5%
646	Elmhurst-Southeast	CNT	FD	WKDY	200	182	-9.0%
651	College Avenue-Glendale Hts	CNT	FD	WKDY	43	24	-44.2%
652	Glen Ellyn-Southwest	GLN	FD	WKDY	210	175	-16.7%
653	Glen Ellyn-Bloomingtondale	CNT	FD	WKDY	153	168	+9.8%
654	Glen Ellyn-South Central	GLN	FD	WKDY	194	169	-12.9%
655	Glen Ellyn-E. Glendale Hts	CNT	FD	WKDY	98	80	-18.4%
656	Glen Ellyn-Southeast	GLN	FD	WKDY	189	109	-42.3%
657	Glen Ellyn-W. Glendale Hts	CNT	FD	WKDY	258	198	-23.3%
661	Westmont-Southwest	CNT	FD	WKDY	176	128	-27.3%
662	Westmont-South Central	CNT	FD	WKDY	212	148	-30.2%

Appendix A, cont'd.
Page Nine

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE	DAILY	RIDERSHIP
					1981	1982	% CHANGE
663	Clarendon Hills-Darien	CNT	FD	WKDY	205	155	-24.4%
664	Clarendon Hills-Willowbrook	CNT	FD	WKDY	125	122	-2.4%
665	Westmont-Darien	CNT	FD	WKDY	156	122	-21.8%
667	Stone Ave.-LaGrange Park	CNT	FD	WKDY	66	64	-3.0%
669	Western Springs-Indianhead Pk.	CNT	FD	WKDY	139	123	-11.5%
671	Villa Park-N. Lombard	CNT	FD	WKDY	38	22	-42.1%**
672	Lombard-Southeast	CNT	FD	WKDY	84	74	-11.9%
674	Lombard-Southwest	CNT	FD	WKDY	153	107	-30.1%
677	Naperville-Near Southwest	NPR	FD	WKDY	114	101	-11.4%
678	Naperville-Far Southwest	NPR	FD	WKDY	133	74	-44.4%
679	Naperville-Warrenville	NPR	FD	WKDY	107	75	-29.9%
680	Naperville-Northeast	NPR	FD	WKDY	137	114	-16.8%
681	Naperville-North	NPR	FD	WKDY	128	79	-38.3%
682	Naperville-Near South	NPR	FD	WKDY	96	70	-27.1%
683	Naperville-Southwest	NPR	FD	WKDY	113	90	-20.4%
684	Naperville-South	NPR	FD	WKDY	162	121	-25.3%
685	Naperville-West	NPR	FD	WKDY	116	80	-31.0%
686	Naperville-Far Southwest	NPR	FD	WKDY	153	88	-42.5%
687	Naperville-Southeast	NPR	FD	WKDY	123	95	-22.8%
688	Naperville-East	NPR	FD	WKDY	104	69	-33.7%
689	Naperville-Near Southeast	NPR	FD	WKDY	126	81	-35.7%
690	Buffalo Grove	NOR	OT	WKDY	749	568	-24.2%

**Service discontinued during May and June, 1982.

Appendix A, cont'd.
Page Ten

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE	DAILY	RIDERSHIP
					1981	1982	% CHANGE
693	Arlington Hts.-Palatine	CNT	OT	WKDY	330	289	-12.4%
693	Arlington Hts.-Palatine	CNT	OT	SAT	201	83	-58.7%
695	Arlington Hts.-Woodfield	CNT	OT	WKDY	101	95	-5.9%
695	Arlington Hts.-Woodfield	CNT	OT	SAT	119	56	-52.9%
697	Roselle-Woodfield	CNT	OT	WKDY	135	78	-42.2%*
698	Arlington Heights-Northwest	CNT	FD	WKDY	130	94	-27.7%
700	Villa Park-Addison	CNT	FD	WKDY	70	50	-28.6%
702	Villa Park-Southwest	CNT	FD	WKDY	208	160	-23.1%
703	Villa Park-South Central	CNT	FD	WKDY	194	146	-24.7%
706	College Ave.-S. Wheaton	CNT	FD	WKDY	162	132	-18.5%
707	Wheaton-South	CNT	FD	WKDY	147	120	-18.4%
708	Wheaton-North	CNT	FD	WKDY	84	67	-20.2%
709	Wheaton-W. Carol Stream	CNT	FD	WKDY	97	91	-6.2%
710	Wheaton-E. Carol Stream	CNT	FD	WKDY	128	111	-13.3%
711	Wheaton-Stratford Square	CNT	OT	WKDY	154	118	-23.4%
714	Naperville-College of DuPage	NPR	OT	WKDY	49	33	-32.7%
715	Central DuPage	CNT	OT	WKDY	518	431	-16.8%
720	Palatine-Southwest	CNT	FD	WKDY	61	54	-11.5%
721/2	Palatine-Northwest/North	CNT	FD	WKDY	91	79	-13.2%
723	Arlington Park-Palatine	CNT	FD	WKDY	231	192	-16.9%
725/8	Barrington-Lake Zurich/Kemper	CNT	FD	WKDY	111	83	-25.2%
726	Barrington-Wauconda	CNT	FD	WKDY	88	70	-20.5%
727/9	Barrington-East/Quaker Oats	CNT	FD	WKDY	50	38	-24.0%**
740	Oak Forest	CNT	FD	WKDY	211	141	-33.2%
750	Flossmoor-Co. Club Hills	CNT	FD	WKDY	184	83	-54.9%

*The 1982 level of service is below 1981 levels.
**Service discontinued during May and June, 1982.

Appendix A, cont'd.
Page Eleven

#	ROUTE NAME	CARRIER	SERVICE GROUP	SERVICE DAY	AVERAGE 1981	DAILY 1982	RIDERSHIP % CHANGE
751	Flossmoor-Chicago Heights	CNT	FD	WKDY	135	81	-40.0%
752	Flossmoor-Glenwood	CNT	FD	WKDY	88	24	-72.7%
753	Matteson-West	CNT	FD	WKDY	140	55	-60.7%
787	Naperville Midday	NPR	OT	WKDY	N/A	53	
800	Richmond	CNT	FD	WKDY	14	9	-35.7%
801	South State Street	ELG	OT	WKDY	N/A	84	
801	South State Street	ELG	OT	SAT	N/A	40	
807	Woodstock-McHenry	CNT	OT	WKDY	285	230	-19.3%
808	Crystal Lake-Harvard	CNT	OT	WKDY	301	232	-22.9%
809	McHenry County	CNT	OT	SAT	146	81	-44.5%
815-7	Geneva-St. Charles	CNT	FD	WKDY	106	79	-25.5%
819	Lisle-Bolingbrook Express	CNT	FD	WKDY	81	45	-44.4%**
821	Belmont-Woodridge	CNT	FD	WKDY	220	158	-28.2%
822	Lisle-Woodridge	CNT	FD	WKDY	379	272	-28.2%
823-5	Lisle-Bolingbrook	CNT	FD	WKDY	575	355	-38.3%
826	Lisle-South	CNT	FD	WKDY	169	146	-13.6%
827	Lisle-Green Trails	CNT	FD	WKDY	93	90	-3.2%
828	Lisle-North	CNT	FD	WKDY	133	104	-21.8%
831	Joliet-Cicero via Archer	JOL	OT	WKDY	190	79	-58.4%*
831	Joliet-Cicero via Archer	JOL	OT	SAT	204	59	-71.1%*
832	Joliet-Cicero via Stevenson	JOL	OT	WKDY	120	65	-45.8%*
834	Joliet-Yorktown	JOL	OT	WKDY	230	166	-27.8%*
834	Joliet-Yorktown	JOL	OT	SAT	173	67	-61.3%*
835	Orland Park-Loop	CNT	IN	WKDY	840	619	-26.3%

* The 1982 level of service is below 1981 levels.

** Service discontinued during May and June, 1982.

N/A Not Available.

INNER SUBURBAN ROUTE PRODUCTIVITY RANKINGS BY SERVICE DAY --- (JANUARY-MARCH, 1982)

WEEKDAY					SATURDAY			SUNDAY/HOLIDAY			
Above System Average			Below System Average								
Rank	Rte.#	Pass. Trips Per Rev. Hours	Rank	Rte.#	Pass. Trips Per Rev. Hour	Rank	Rte.#	Pass. Trips Per Rev. Hour	Rank	Rte.#	Pass. Trips Per Rev. Hours
1	225	105.9	System Average 40.3			1	356	88.9	1	209	41.6
2	308	100.0				2	270	60.6	2	270	39.3
3	356	91.1	26	305	39.0	3	359	57.9	3	215	38.1
4	311	67.2	27	423	38.7	4	215	46.3	4	422	28.4
5	421	62.9	28	230	38.3	5	351	44.7	5	208	25.1
6	210	60.9	29	381	37.5	6	290	43.3	System Average 25.0		
7	215	59.7	30	302	36.6	7	209	40.3	6	290	24.0
8	301	58.1	31	452	36.0	8	422	38.5	7	250	10.7
9	213	56.1	32	240	35.0	9	307	38.2	8	411	14.6
10	351	56.3	33	319	34.4	10	308	36.2	9	210	9.3
11	290/1	55.6	34	212	33.7	11	357	36.2	System Average 30.1		
12	370	53.6	35	451	33.3	12	208	34.5	15	212	29.7
13	250	53.3	36	223	32.8	13	250	32.3	16	421	28.9
14	307	51.3	37	366	32.0	14	213	31.2	17	311	28.5
15	315	51.1	38	357	31.9	System Average 40.3			18	423	27.9
16	221	49.5	39	304	31.1	15	212	29.7	19	352	26.3
17	382	48.5	40	313	30.8	16	421	28.9	20	305	25.5
18	241	46.5	41	226	30.5	17	311	28.5	21	411	24.9
19	422	46.0	42	312	30.4	18	423	27.9	22	381	24.3
20	209	45.5	43	355	30.3	19	352	26.3	23	304	22.5
21	309	45.1	44	386	26.4	20	305	25.5	24	309	21.4
22	352	44.8	45	220	24.6	21	411	24.9	25	301	21.2
23	359	43.9	46	232	24.5	22	381	24.3	26	315	20.5
24	208	42.2	47	364	22.6	23	304	22.5	27	383	20.3
25	310	41.7	48	233	22.1	24	309	21.4	28	313	19.0
System Average 40.3			49	322	21.4	25	301	21.2	29	302	18.2
			50	331	21.2	26	315	20.5	30	382	17.6
			51	384	20.5	27	383	20.3	31	366	16.6
			52	635	20.0	28	322	19.0	32	382	16.6
			53	210	19.8	29	313	19.0	33	384	16.6
			54	411	19.3	30	302	18.2	34	240	15.4
			55	383	17.9	31	366	18.1	35	210	14.3
			56	379	16.8	32	382	17.6	36	364	13.8
			57	216	16.7	33	384	16.6	37	241	13.1
			58	330	13.6	34	240	15.4	38	355	13.1
			59	211	13.4	35	210	14.3	39	220	11.9
			60	347	12.5	36	364	13.8	40	386	11.5
			61	385	12.2	37	241	13.1	41	331	7.2
			62	353	7.0	38	355	13.1	42	353	3.5
			63	325	6.0	39	220	11.9			
			64	354	4.2	40	386	11.5			
						41	331	7.2			
						42	353	3.5			

OUTLYING SUBURBAN ROUTE PRODUCTIVITY RANKINGS BY SERVICE DAY --- (JANUARY-MARCH, 1982)

		WEEKDAY				SATURDAY					
		Above System Average		Below System Average		Above System Average		Below System Average			
Rank	Rte.#	Pass. Trips/ Per Rev. Hours	Rank	Rte.#	Pass. Trips/ Per Rev. Hour	Rank	Rte.#	Pass. Trips/ Per Rev. Hour	Rank	Rte.#	Pass. Trips/ Per Rev. Hours
1	543	67.0	System Average	24.1	38.3	1	501	38.3	System Average	17.3	
2	563	61.4			37.7	2	530	37.7			
3	542	60.6	31	504	24.0	3	542	32.0	21	525	17.2
4	544	57.9	32	549	23.3	4	544	31.0	22	471	16.4
5	545	57.5	33	474	21.9	5	547	31.0	23	528	14.0
6	546	55.6	34	569	21.3	6	543	28.6	24	474	13.2
7	548	53.6	35	522	20.8	7	543	28.4	24	506	13.2
8	547	53.3	36	471	19.0	8	545	28.1	26	529	12.6
9	541	49.8	37	801	18.8	9	523	26.9	27	521	12.4
10	527	46.7	38	533	18.7	10	541	26.4	28	522	12.3
11	571	45.2	39	505	18.6	11	526	24.4	29	549	11.7
12	501	38.9	39	524	18.6	12	507	23.8	30	505	11.2
13	526	37.4	41	565	17.6	13	546	23.6	31	367	11.0
14	472	35.7	42	507	16.7	14	548	22.1	32	504	10.9
15	690	34.9	43	473	15.7	15	472	20.3	33	801	10.6
16	553	34.5	44	508	15.3	16	234	19.2	34	332	10.5
17	525	32.8	45	552	14.9	17	473	18.8	35	831	10.2
18	564	32.7	46	808	14.6	18	502	18.6	36	509	9.6
19	568	32.3	47	532	13.7	19	527	18.5	37	533	9.2
20	561	31.6	48	715	13.4	20	524	17.4	38	508	8.6
21	503	31.2	49	787	12.8				39	531	8.3
22	562	31.1	50	531	11.7	System Average		17.3	40	834	8.0
23	296	30.4	51	367	11.1				41	503	7.5
24	523	30.0	52	714	11.0				41	532	7.5
25	525	29.3	53	509	10.6				43	552	6.6
26	528	28.8	54	832	10.4				44	695	6.2
27	521	27.6	55	831	10.3				45	693	5.9
28	522	27.1	56	807	10.2				46	405	5.6
29	534	25.6	57	332	8.6				47	809	4.0
30	529	24.5	58	834	8.2						
			59	693	8.1						
System Average		24.1	60	697	7.9						
			61	711	7.3						
			62	695	6.1						
			63	405	5.2						

APPENDIX D

RTA FEEDER ROUTE PRODUCTIVITY RANKING --- (JANUARY-MARCH, 1982)

<u>Above System Average*</u>			<u>Below System Average*</u>		
<u>Rank</u>	<u>Route</u>	<u>Pass. Trips Per Bus</u>	<u>Rank</u>	<u>Route</u>	<u>Pass. Trips Per Bus</u>
1	641	244	37	689	81
2	642	201	37	751	81
3	644	194	39	655	80
4	646	182	39	685	80
5	643/5	172	39	702	80
6	663	155	42	681	79
7	662	148	42	721/2	79
8	826	146	42	821	79
9	740	141	45	679	75
10	460	140	46	672	74
11	706	132	46	678	74
12	661	128	48	656	73
13	669	123	49	703	73
14	664	122	50	682	70
14	665	122	50	726	70
16	684	121	52	688	69
17	707	120	53	708	67
18	652	117	54	667	64
19	680	114	55	621	62
20	654	113	56	602	61
21	653	112	57	823-5	59
22	710	111	58	244	58
23	674	107	58	601	58
24	828	104	60	603	56
25	677	101	61	622	56
26	657	99	62	753	55
27	723	96	63	720	54
28	687	95	64	605	52
29	698	94	65	401/2	50
30	709	91	65	700	50
30	822	91	67	406	49
32	683	90	67	407	49
32	827	90	69	604	49
34	686	88	70	819	45
35	725/8	83	71	362	44
35	750	83	72	815-7	40
			73	404	39
			74	727/9	38
			75	369	37
			76	635/6	34
			77	453	30
			78	454	29
			79	651	24
			79	752	24
			81	671	22
			82	800	9

* Feeder System Average: 83 daily passenger trips per bus.

